

Today's
Advertisements.

ZETLAND LODGE.

No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the Freemasons' Hall, Zetland Street, on WEDNESDAY, the 1st November, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 28th October, 1899. [1358a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. The Company's Steamship

"THALES."

Captain Passmore, will be despatched for the above Ports, on TUESDAY, the 31st instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFFRAK & Co., General Managers.

Hongkong, 28th October, 1899. [1359a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"SUNGKIANG."

Captain Moore, will be despatched as above on TUESDAY, the 31st instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th October, 1899. [1332a]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "COPIE."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 28th October, 1899. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"BENGAL."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

From London, &c., ex S.S. *Britannia*.From Italy, &c., ex S.S. *Thames*.

From Persian Gulf, &c., ex B.I.S.N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 3rd November, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 28th October, 1899. [5]

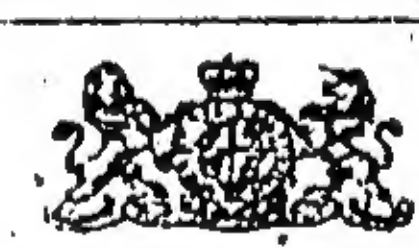
NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st Nov. 1899.

Intimation.



A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

BRANDIES.

A.—Hennessy's Old Pale, Red Capsule - - - - - \$18

B.—Superior Very Old Cognac Red Capsule - - - - - \$21

C.—Very Old Liqueur Cognac \$24

V.O.—D.—Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule - - - - - \$38

V.V.O.—E.—Finest Very Old Liqueur Cognac, 1862 Vintage - - - - - \$48

All our Brandies are guaranteed to be PURE COGNAC, the differences in price being merely a question of age and vintage.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

A. S. WATSON & Co., Limited.

QUEEN'S ROAD CENTRAL.

BIRTH.
At "Hafion," Singapore, on the 19th October, the wife of WALTER MERR, of a daughter.

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 28, 1899.

TELEGRAMS.

REUTER'S TELEGRAMS.

THE WAR.

LONDON, October 25th.

General Yule and General White have effected a junction. General White occupies all the strong positions on the road to Ladysmith.

The loss of the British in the engagement with the Free State troops on Tuesday was 13 killed and 96 wounded.

The War Office learns unofficially that the Boers, after the attack on Glencoe, captured a squadron of the 18th Hussars with eight officers.

LONDON, October 26th.

A train load of prisoners, including nine officers of the 18th Hussars and Dublin (Dublin Fusiliers), captured after the fight at Glencoe, has arrived at Pretoria. The prisoners were received by a great crowd in solemn silence. Thirty Hussars under a Sergeant have reached Ladysmith having fought their way through.

General Yule reached Ladysmith after an arduous night's march in tremendous rain. The troops were sorely fatigued but in good spirits and only need rest.

The bombardment of Mafeking has commenced.

General Symons is dead.

LATER.

Despatches delayed on the way show that no Boers were taken at Glencoe and moreover that only a few killed and wounded Boers were found in the captured position.

The Grenadier Guards have sailed for the Cape.

(From Straits Papers.)

BOER SHOOTING SAID TO BE POOR. THEY CAPTURE A TRAIN.

AND TAKE PRISONERS.

LONDON, October 21st.

It is noteworthy that the Boer shooting has been consistently poor hitherto.

The Boers have captured a provision train between Ladysmith and Dundee.

It is reported that the train contains an Imperial Officer and several newspaper correspondents who are all prisoners.

DUNDEE CUT OFF.

SIR GEORGE WHITE'S ACTION. Communication with Dundee is cut.

Sir George White has taken steps to secure Matibburg and Durban against raid.

ANOTHER FIGHT IMMINENT.

9,000 Boers are advancing from Hattingsburg.

The Leicesters and the 13th battery of Artillery have gone to meet them.

BOERS IN VRYBURG.

The police forces have withdrawn from Vryburg, which town the Boers occupied on Sunday.

The House of Commons have voted the reply to the Address.

(From Dutch Sources)

THE HAGUE, October 16th.

The Boers have attacked Kimberley, where Cecil Rhodes now is. They hold the railway near the Mander River. Rumour says that fighting took place south of Kimberley on Sunday. Kimberley is now wholly invested by them.

The Boers are marching south of Newcastle by way of Ingagane, and honestly pay for supplies. The inhabitants of Newcastle, including 400 Hollanders, have joined the Boers. The Government newspaper of Natal takes it for granted that all the inhabitants of that Colony are in favour of the Boers. Twelve thousand Boers are between Reenen's Pass and Ladysmith.

The attack on Mafeking is being vigorously carried on by Commandant Cronje. Much use is made of dynamite in the attack.

WEATHER REPORT.

The Observatory report says:—

On the 28th at 11.30 a.m. the barometer has risen over the Philippines, fallen in Japan.

High pressure still covers China, and pressure seems to be low in the Pacific to the S. of Japan. Gradients moderate. Fresh monsoon on the coast, strong monsoon in the N. part of the China Sea. FORECAST:—Fresh N.E. to N. winds; fine.

LOCAL AND GENERAL.

THE publication of this issue commenced at 6 p.m.

PROFESSOR KOCH, the well-known malaria expert, is now in Java. In that island, which abounds with mosquitoes, he is seeking to find the kind which conveys malaria germs.

A SPECIAL meeting of the Sanitary Board is summoned for 12 noon on Monday, the 30th inst., for the purpose of discussing certain matters in connection with the Insanitary Properties Bill.

A VERY general sympathy is expressed for Mr. H. C. Ridges, Treasurer of Selangor, says the *Malay Mail*, in connection with the late Treasury defalcations, as he has to make good all the missing money, amounting to some thousands of dollars.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel this evening, from 8 p.m. to 9.30 p.m.:

March..... "Austria".....Glockswater.

Overture..... "Pines".....Glockswater.

Polka..... "Ballerina".....H. S. Abdul.

Fantasia..... "Pastoral Scene".....Home.

Song..... "Pastoral Scene".....Bucaloni.

Polka..... "The Whirlwind".....London.

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ACCORDING to the annual report of Dr. Simon, the death rate in Singapore during 1898 was 30.43 per thousand, comparing favourably with the 36.90 per thousand in 1897. The general health of the Colony during 1898 was good. Only nine deaths from cholera were registered in Singapore.

CAPT. RAYMOND'S case again came on at the Police Court this morning. The evidence of Mr. Rodriguez, formerly engineer of the *Wahlu Cloud*, and the boatswain engaged for the voyage to Manila was taken. Nothing fresh transpired and the case was adjourned until 2 p.m. on Tuesday next.

HONGKONG, SATURDAY, OCTOBER 28, 1899.

HONGKONG SEARE MARKET.

HONGKONG, Friday, October 27th.

Messrs. Benjamin, Kelly and Potts, in their weekly share report, state:—Business has improved to a small extent during the past week, but no material change in rates has to be recorded. Humphreys' Estate and Finance Coy., Ltd., give notice of a private meeting to be held at the Company's offices on the 1st proximo. Banks—Hongkong and Shanghai Banks are much steadier, and have changed hands at 33 1/2 and 34 1/2 per cent premium. Many enquiries for shares for forward delivery, have not met with response, although high rates have been offered. The market closes with buyers at 32 1/2 per cent premium. The London quotation is 33 1/2. Nationals have been dealt in to a large extent at 33 1/2. Marine Insurance—Cantons have found buyers at 113 1/2. Fire Insurance—Hongkong Fire has been done in small lots at 33 1/2, and China Fire at 38 1/2. Shipping—Hongkong, Canton and Macao Steamships have declined slightly, and are obtainable at 29 1/2. Indo Chinas are again in demand, and shares have been sold to the North at 27 1/2 cash, and at 28 1/2 for March. Douglas Steamships are quiet at 29 1/2. Refineries—Both China Sugars and Luzons are out of favour, and we have heard of no business in either stock. Mining—Punions have been looked from 29 to 30 1/2. Charbonnages have buyers at 23 1/2. Queen Mines have been negotiated at 74 1/2 and 50 cents. Jelebus have been sold at 14 1/2. Raubs are in the market at 14 1/2, at which price business has been done. Overseas 'B' can be placed at 86 1/2. Great Eastern and (Galeonians) are offering at 18 1/2. Docks, Wharves and Godowns—Are all quiet at quotation, except Hongkong and Whampoa Docks, which are enquired for on time, but Buildings—Hongkong Lands are firmer and have been purchased at 105, and are now wanted at 105 1/2. China Providents have been done at 50 1/2. Humphreys' Estate are offering at 30. Cotton Mills—Hongkong Cottons have buyers at 26 1/2. Our other quotations are taken from the latest Shanghai reports. Cigar Companies.—La Commercial are wanted at 50 per cent premium.

ON Monday afternoon, the Hongkong Football Club will hold an inter-club match, "White" v. "Red." Kick-off at a quarter five sharp. "White"—F. H. Kew, goal; B. C. M. Johnston and R. J. Hall, backs; T. V. Hornby, C. T. Kew and I. Grant-Smith, halves; A. R. Lowe, H. E. Green, J. E. Noble, A. C. R. Greene, R.A., and H. A. Sedly, forwards. "Red"—G. H. N. Sexton, goal; M. B. Blake and H. Pinckney, backs; S. L. Jenkins, E. H. Hinds and H. W. Looker, halves; J. D. Danby, H. C. R. Hancock, D. F. Tulloch, R.A., T. Yule and E. J. Libeaud, forwards.

Water Power. This has been sufficient to run the mill during the month.

Transport.—Sickness and death among our contractors' bullocks made us very short of transport for timber and firewood during a part of the month and made it impossible to convey as much ore from "Tankong" to the mill as was wanted, but the condition is improving now.

Health.—This was good during the month both among Europeans and Asiatics.

LABOUR.—This continues scarcely sufficient for our wants.

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and 2 concentrators on "Tankong" and other ores and yielding product as follows:—

Ore.	Tons.	Analysed.	Bullion	Estimated	1899
Tankong.	1,716.3	365.93	131.61	9	161.03
Jalis.	542.5	131.00	44.51	40	161.03
Manik.	18.5				

Total, 2,331.8 486.93 179.12 40 161.03

Assay value 0.475, 12.4 gns.

Bullion Assay here, Gold, 871.85 fine, value per oz. £3 14s. 0.811d. Silver, 111.97 fine, value per oz. £2 47s. 2s. 3d. Total £3 14s. 4.058d.

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BY THE MAIL.
(From Home Exchange.)

Krugers.

Mr. Kruger, the President of the Transvaal Republic, whose early years were spent in the solitude of Coleridge, was brought up in an atmosphere of the narrowest possible orthodoxy. He was thoroughly indoctrinated in the Old Testament, and taught to regard the formulas of the Synod of Dort as an inflexible declaration of absolute truth. He looked upon the use of hymns in public worship as a most dangerous innovation. He was a great admirer of the orthodox and determined Calvinist. He had received a very limited education, but while deficient in culture he was ever on the alert and of an energetic temperament, with intervals of mystic brooding. His admirers relate how, at a critical time, he spent three days in prayer on Magaliesberg, waiting for divine guidance. When elected as vice-president, he commenced his address to the assembly with the declaration that he looked on his appointment as coming from the King of Kings, and that he had, therefore, no choice except to obey.

Mrs. Kruger.

Mrs. Kruger, the wife of the President, is a woman of very few words. Though a devoted mother, she takes absolutely no interest in her husband's schemes or affairs of State. Indeed, if the truth were told, she looks upon all the present trouble as "much ado about nothing." She has an extraordinary aversion to medical men, though she is ever in search of a patent remedy for her chronic complaint—rheumatism, and anyone who succeeds in recommending even a temporary cure earns her most profound regard.

Seized with paralysis.

Sir Edward Wingfield, Permanent Under-Secretary at the Colonial Office, has been seized with paralysis, and is not expected to be able to resume his duties for a considerable time. It was stated on 27th ult. at the Colonial Office that the patient was going on well. Sir Edward Wingfield, who is sixty-five years of age, recently had his period of service extended for two years, in recognition of the valuable work he had performed while at Downing-street. He was appointed Assistant Under-Secretary of State for the Colonies in 1878, and became Permanent Under-Secretary on March 1st, 1897. He was made a Knight Companion of the Bath last New Year's Day.

Relics of Nelson.

The sword worn by Nelson, which the late Sir William Fraser bequeathed to the United Service Club, is now in position underneath the portrait of the great naval commander, and it forms a valuable addition to the Nelson relics which are so much cherished in the service. The United Service Institution has long had on exhibition at their museum in Whitehall the sword which Nelson used when boarding the *San Josef* at Cape St. Vincent; while Lord Northesk is the proud possessor of the Trafalgar sword. Hitherto clubland has not been up-to-date in this respect, and the "seniors" are therefore delighted with their legacy. Another memento is the beautiful miniature of Emma, Lady Hamilton, which occupies the place of honour over the mantelpiece in the dining-room of the Army and Navy Club. Inasmuch as this was hung in Nelson's state-room in the *Victory*, it was probably one of the last objects upon which his eyes rested before the commencement of the action in which he lost his life.

Another Arctic Expedition.

Before the expiration of this month another Arctic expedition will leave England. It will be the *Jeannette-Chowne's* Expedition, which is now rapidly fitting out. Mr. Joseph Russell Jefferies, the leader, is a son of Dr. Jefferies, of Leamington, and has previously been in search of the North Pole, having made a northern journey in 1897. Mr. Chowne is a novice at Arctic exploration. The expedition will go from this country to Archangel, and then, as soon as the condition of the country permits, will proceed in sledges to some of the most unknown parts of Siberia. From Archangel part of the disburse will be covered by steamer, and the rest by dog sleds. The idea of the expedition is not so much to reach the Pole as to explore the unknown districts in the Samoyed Peninsula, and to observe the habits of the natives.

Excavations at Hedsor.

As was anticipated, the excavations at Hedsor (Bucks), on the site of the ancient pile dwellings, have yielded much that is valuable to the antiquarian and archaeologist. In the trial openings a few flint arrow-heads and the skeleton of a horse have been found; and in another part were discovered specimens of pottery of Roman, mediæval, and British origin, and osseous remains of sheep, goats, cows, and pigs, whose carcasses are thought to have provided food for the colony. Some of the pits unearthed are of large dimensions, one of them having been very accurately squared before insertion. Upon the bones of the animals referred to distinct knife-marks can be traced, even after the lapse of centuries.

Dewey's Welcome.

A MILLION VISITORS ARRIVE IN NEW YORK. UNSEEMLY SQUABBLE AS TO PRECEDENCE IN THE PARADES IN THE ADMIRAL'S HONOUR.

NEW YORK, Thursday.
The unseemly disputes continue here as to precedence in the parades in honour of Admiral Dewey. The Grand Army men refuse to participate because of the position allotted them. And the "Daughters of Revolution" are protesting because they are refused permission to join the march.

Some 630 vessels will take part in tomorrow's parade in the North River, amongst them being 15 men-of-war.
Democratic leaders persist in believing that they will be able to induce Admiral Dewey to become a candidate for the Presidency.

NEGOTIATING THE HOTELS.
A million visitors are already here thronging the streets and besieging the hotels and restaurants. The police have received orders to do no clucking.

Detectives watch all incoming trains in order to arrest suspected crooks, and many mistakes have resulted. A Chicago alderman named McKenna, who is known as "Hinkydink," was arrested as a suspect. He is a member of the deputations to invite Admiral Dewey to Chicago.

The Chicago Press publish bitter cartoons on New York's unseemly enthusiasm.
The *Sun* says it is a case of sour grapes. Among the visitors to-day was Jeffries, the champion pugilist whom Dewey greeted good-naturedly.

RAYMOND WILKINSON.
A Reuters telegram from New York states that Admiral Dewey yesterday invited several officers belong to the *Olympic* to his cabin, and lifting a box containing a lion cub on to the table, he said: "Gentlemen, we must give this lion-hearted cub a name. We have decided to call him Claretier in memory of my English friend, Claretier, of the British cruiser *Claretier*."

Three hundred and fifty men of the *Olympic* crew have been given bronze medals

which had been voted by Congress in recognition of their services in Manila.

Legal and Criminal.

Dr. Colquhoun, who recently failed for a large sum of money, pleaded guilty at Glasgow Sheriff's Court on 26th ult. to embezzling money entrusted to him by clients, and was remitted to the High Court at Edinburgh for sentence. The date of sentence will lie with the judicial authorities at Edinburgh. Dr. Colquhoun's brother, Mr. David Colquhoun, pleads not guilty to charges brought against him. The date of his trial has not yet been fixed. There were eighteen charges of embezzlement against Dr. Colquhoun. The accused said: "I have agreed to plead guilty." He signed his plea, and was formally remitted for sentence. The proceedings lasted only three minutes, and at the conclusion Dr. Colquhoun was taken back in a cab to Glasgow Prison. He appeared quite cool and collected. The bail of £5,000 in the case of his brother, David Colquhoun, not being forthcoming, he will remain in Glasgow Gaol pending his trial, which will take place either in Edinburgh or Glasgow, but probably in Glasgow, on Oct. 31.

On 27th ult. it was rumoured that James Spencer Balfour would within the next few days be released from Portland Convict Prison. It was stated that early discharge had been decided upon in consequence of the serious condition of the convict's health, he being described as a complete wreck. On inquiry at the chambers of Mr. John O'Connor, M.P., the barrister who conducted the defence of the convict, it was stated that that gentleman had received no communication from the Home Office on the subject.

Naval and Military.

The court-martial which has been trying the officers concerned in the surrender of Cavite to the Americans formally pronounced judgment on 22nd ult. Admiral Montojo was admonished and placed on the retired list. Captain Sustaca was acquitted, but not in favour of terms. Both officers were set at liberty and passed into the reserve.

The lesson to be learnt from the recent grounding of the *Bonaventure* in Komiloff Bay, says the *Naval and Military Gazette*, is that absolute reliance cannot be placed in the charts of that and neighbouring ports in Chinese waters. The accident to the *Bonaventure*, taken in conjunction with the grounding of the German war-vessel *Kaiser* in Shantung, demonstrates very plainly that an imperfect knowledge exists of the submarine dangers to the Chinese and Korean coasts. Over twenty years ago a pinnacle rock similar to that on which the *Bonaventure* almost came to grief, was the cause of a serious disaster in the Gulf of Pechili to the frigate *Tophaz*, attached to the flying Squadron. This particular rock was not shown on the chart, and it was simply good seamanship that saved the *Tophaz*. With a powerful squadron on the China Station, and British interests in that quarter of the globe rapidly developing, it behoves the authorities to make a more complete survey of these dangerous waters.

The relative fire energy of the British and foreign warships has recently been commented upon by a writer in a London daily in terms that allowed the foreign vessels material advantage. Thus, the battleship *Formidable* is credited with a fire energy of 34,344 foot tons per ton of displacement, the ships of the *Dynast* class with 34,978, the Japanese battleship *Shikishima* with 38,097, the Russian *Potemkin* with 45,100, and the *Kaiser Friedrich* (II) with the enormous relative fire energy of 53,604. As regards cruisers, British vessels are said to be even weaker in fire energy, the relative disadvantage for ton being more marked. Thus, the fire energy of the *Cressy* is put at 32,335 foot tons per ton of displacement, and of the new *Powerfuls* at 29,777. Certain foreign cruisers are selected to support the unfavourable comparison, such as the French cruiser *Dante* with a fire energy of 32,891, the Japanese *Asagiri* with 35,909, and the Italian *Francesco Ferruccio* with 62,166 foot tons. These calculations, culled from "Hasssey's Annual," are, says a service contemporary, based on the assumption that every gun could be discharged at its nominal rate of speed, and the method seems to us to leave the man behind the gun far too much out of the reckoning.

In the new Russian cruiser which is to be laid down at Windau an attempt is evidently being made to outmatch our *Hermes* class. The *Hermes* carries eleven 6 in. quick-firers, six of which fire on the broadside. The Russian ship will carry twelve, but eight will fire on the broadside, since four of the guns will be mounted in pairs in turrets fore and aft. Her engines will be just twice as powerful as the *Hermes*, developing 20,000 horse-power against the British cruiser's 10,000, and giving a speed of 33 knots against the *Hermes* 20. The Russian vessel is a newer design, and has the advantage of being 735 tons larger than her British rival.

The *Canopus* has come through her full-power trial with success, and has steamed 181 knots, or 62½ better than was anticipated. She has done this, too, upon a draught of 26 ft., so that there has been no steaming with less than her service load.

The Armistice has given orders for two new sloops to be laid down at Sheerness Dockyard. They are to be named *Exigile* and *Faustina*, and have been designed as an improvement on the *Condor* class of sloop. They will be armed with six 4-inch, four 3-pounders, and three machine guns, will be built of steel sheathed with wood, and fitted with triple-expansion engines and water-tube boilers.

A recent number of the *Engineer* gives some interesting particulars of the recently launched French battleship *Henri IV*. This vessel represents in many ways a departure from current French designs. She is unusually broad in the beam, has only moderate superstructures, and is without the very prominent ram carried by most French battleships. Of small displacement—only 9,000 tons—she is certain to display the defects of all small ships. In spite of very powerful engines, developing 12,000 horse-power, she is from her shape and short length, not likely to steam fast. Her armament is very inadequate, being practically limited to a narrow end-to-end belt, stout turrets for her two heavy guns, and six, plating for her quick-firers. Her battery is weak, consisting of two 108 in. weapons fore and aft and seven 5½ in. quick-firers. Altogether, she seems a step backwards, and there can be no doubt that a *Mayotte* would find no difficulty in setting a pair of adversaries such as she.

The battleship *London* has been launched at Portsmouth, the christening ceremony being performed by Lady George Hamilton. She is 430 ft. long, and 75 ft. wide, with a displacement of 15,000 tons. She will have engines of 15,000 horse-power, and an armament of four 12 in. breech-loading guns, twelve 6 in.

quick-firing guns, sixteen 12-pounder quick-firing guns, two 12-pounder guns for boat and field service, six 3-pounder guns in the fighting tops, eight Maxim guns, and four submerged torpedo-tubes. The total cost of the vessel and armament will be over £1,000,000.

Considerable sensation has been excited in naval circles at Portsmouth by the disappearance of two books from the Naval Depot containing a code of the latest confidential signals used in the British Navy. Every possible precaution is taken to guard against such books falling into undesirable hands, for the consequence of the code becoming known to any possible enemy of this country, especially on the eve of war, might be attended by serious consequences. It is not suggested that the books have fallen into the hands of the agents of any foreign Power, but there is a probability that they may have done so, and unless the books are found, and their disappearance satisfactorily explained, the whole of that particular code of signals will have to be altered.

Sports.

Several of the Metropolitan Rugby football clubs were engaged in practice matches on 23rd inst., but the match season will not be commenced until the end of the present week. Catford Bridge did not make a good start for their first team, which was beaten at Bristol for the local club by 31 points to nothing. The Bristol club is a very strong one this year, and includes a number of determined scorers. Swansea, who were such heavy scorers last year, have started again in the same manner, and have at the same time demonstrated the excellence of their defence. On Saturday they beat Bridgend by 38 points to nil. Gloucestershire achieved a fine win over Bath by 21 points to nil, and Leicester beat Aberavon by 20 points to nothing. Cheltenham handsomely beat Handsworth by sixteen points to nil; but Coventry and Nuneaton, on the ground of the former, played a draw. Portsmouth achieved a very creditable victory over Bridgewater.

In the League competition there were no drawn games, and in seven of the nine cases the home clubs had the advantage. There was nothing in the nature of a surprise, and Sheffield United are still at the top of the list, having won all the games they have played, a record enjoyed by no other club. The two bottom places are occupied by Derby County and Liverpool, the runners-up last season in the English Cup and in the League. The two new clubs which came up from the second division, Manchester City, and Glossop North End, occupy fair positions, but though their attack is pretty good, the defence does not appear to be too sound. In the Southern League there were only half-a-dozen games, and the scoring was not heavy. Swindon followed up last week's defeat of Southampton by beating Millwall, and Southampton played up to last season's form by beating Bristol City at Bristol.

Middle Europe is gradually asserting itself as a new touring ground for English footballers. Last Easter the Oxford University Association team played a series of four matches, two in Prague and two in Vienna. Originally the programme included a visit to Berlin, but for some reason or other that city had ultimately to be omitted. This winter the Berliners are not going to be deprived of the sight of an English Association team at work. They have already arranged for the visit of the Richmond Association Club next Easter. The matches are to be—April 13, v. Prussia; April 15, v. Students' team; April 16, v. Berlin Football Association. All three are to be played in Berlin.

Kara Osman, of Constantinople, beat the well-known wrestler, J. Carroll, of Hindley, by two falls to one, at the Westwood grounds, Wigan, on 23rd inst., in a wrestling match for £50.

A telegram from New York states that Prince Ranjitsingh and the members of his team received a cordial welcome from a committee of American cricketers.

The match between Ranjitsingh's team and twenty-two colts of Philadelphia ended in a draw, the home side scoring 205 and 95 for nine wickets, and the Englishmen 185 and 75.

First League Table up to Sep. 25th.

Club	P.	W.	D.	L.	For	Agst	Points
Sheff. United	4	0	0	0	10	1	8
Aston Villa	4	0	0	1	15	4	8
New Utd.	4	3	0	0	8	3	7
Man. City	4	3	0	1	16	6	6
Sunderland	4	3	0	1	5	2	6
Wolverhampton	4	2	2	1	9	6	6
W. B. Albion	4	2	1	1	5	3	5
Not. Forest	4	2	1	1	6	5	5
Stoke	4	2	1	1	2	9	5
Not. County	4	2	1	1	4	7	4
Glossop	4	2	1	1	5	14	4
Bury	4	1	2	1	3	10	3
Burnley	4	1	2	1	3	6	3
Blackburn	4	1	0	3	3	12	2
Everton	4	1	0	3	4	7	2
Preston N.E.	4	1	0	3	3	7	2
Liverpool	4	0	0	4	3	9	0
Derby County	4	0	0	4	0	8	0

TELEGRAMS.

(By the American Mail.)

What might follow a British Reverse.

NEW YORK, September 28th.
A *Sun* cable from Berlin says: The *Hamburger Nachrichten* while concerning in the general view that Germany will not interfere in the dispute between Great Britain and the Transvaal, says: "What Germany must do is to watch whether a possible British reserve will be a signal for an outbreak in British possessions elsewhere. That would be Germany's opportunity, which she seeks to escape. France, too, will seek revenge for Fashoda and Russia will undoubtedly increase her pressure in the East."

Mediation over Transvaal.—Rumour—that Russia Rejected a Suggestion by Germany.

LONDON, September 28th.
The Odessa correspondent of the *Standard* telegraphs a rumour that Germany recently suggested to Russia the advisability of mediation between Great Britain and the Transvaal and that Russia declined to have anything to do with the matter.

Text of the Resolution Passed by the Volksraad of Orange Free State.

LONDON, September 28th.
The decision of the Volksraad of the Orange Free State to join with the Transvaal in the event of hostilities, although fully expected, is the leading news to-day and will naturally stir the Boers' independent attitude. The Volksraad's resolution was as follows:—"The Raad having read paragraph 2 of the President's speech, and the official documents and correspondence submitted therewith, having regard for the strained state of affairs throughout arisen in consequence of the difference between the Imperial Government and the Government of the Transvaal, which

threatens to lead to hostilities, the calamitous consequences of which to the white inhabitants will be immeasurable, being converted with the Transvaal by the closest ties of blood and confederacy, and standing in most friendly relationship with the Imperial Government, and fearing that should war break out a hatred between the European races will be born which will arrest and retard the peaceful development of all the states and colonies of Africa and develop a distrust of the future.

"Feeling that the solemn duty rests upon it of doing everything possible to avoid the shedding of blood, considering that the Transvaal Government during its negotiations with the Imperial Government, has made every endeavour to arrive at a peaceful solution of the differences raised by the aliens of the Transvaal and taken up by the Imperial Government as its own cause, which endeavours have unfortunately had only this result—that British troops were concentrated on the border of the Transvaal and still being strengthened.

"Resolved, That we instruct the Government to still use every means to maintain and insure peace, and in a peaceful manner contribute toward the solution of the existing difficulties, provided it be deemed not violating the honour and principles of the Free State, and the Transvaal, and wishes the Ministry to make known its opinion that there exists no cause for war, and that war against the Transvaal as now undertaken or occasioned by the Imperial Government will morally be a war against the whole white population of Africa, and in its consequences criminal, for come what may, the Free State will honestly and faithfully fulfill its obligations toward the Transvaal by virtue of the political alliance between the two republics."

Boers Plan to make a Quick Campaign and Seize Rhodesia.

LONDON, September 27th.
The Johannesburg correspondent of the *Morning Post* says: Twenty trucks filled with armed burghers and fifty horses left Johannesburg by way of Elandsfontein. The plan of campaign drawn up at Pretoria proposes to employ a command of 2,000 men to defeat the slender force in Rhodesia and to hand the territory over to the natives.

It is hoped that a force of 10,000 burghers will be sufficient to rush the Natal border, capture the forts and hold them to prevent the landing of British reinforcements. The Boers rely upon having supplies enough to last them for a year. They expect that before a year has expired Russia will interfere by creating a diversion in some part of the British dominions. All the burghers count privately on receiving support from Cape Colony.

Holland's claim to Mapia.

THE HAGUE, September 27th.
The Government of the Netherlands has communicated to the Chamber of Deputies the diplomatic history of Holland's claim to the possession of the Mapia Islands, which are also claimed by Spain as belonging to the Carolines. From this record it appears that when Germany purchased the Carolines, Holland requested Spain to communicate to Emperor William the notes exchanged on the subject between Spain and Holland. The former replied that Emperor William had assured the Spanish Government that he would be guided by his feelings of friendship toward Holland.

Death of an Explorer.

LONDON, September 24th.
William Honny, who accompanied Henry M. Stanley, the African explorer, in 1887 in the expedition for the relief of Emin Pasha, and who subsequently received the gold medal of the Royal Geographical Society at the hands of the Prince of Wales, is dead.

Dreyfus Seriously Ill.

LONDON, September 24th.
The Paris correspondent of the *Standard* says: The excitement of meeting his children has produced a serious reaction in the condition of Dreyfus, and it is feared that it may be necessary to send him to Malta or Madeira.

Voted to Acquit Dreyfus.

PARIS, September 24th.
The *Petit Bleu* asserts that Colonel Jouanet, president of the Rennes court-martial, voted for the acquittal of Dreyfus.

SHIPPING REPORTS.

Captain J. Vaughan, of the steamship *Chinkiang*, from Chinkiang, reports—Strong N.E. wind, high sea, cloudy and overcast weather.
Captain Passmore, of the steamship *Thales*, from Swatow, &c., reports—Strong N.E. wind with heavy seas most of voyage. Vessels in Swatow—*Ningpo, Hunan and Dagmar*.

NOTANDA.

CALENDAR.

OCTOBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer.....29.982

Thermometer.....76.2

Humidity.....76.2

Rainfall.....5.794

TO-DAY.

Saturday, 28th October, 1899.

Chinese—24th of 9th moon of 25th year of Kwang-si.

Sun—Rises.....6hr. 4min.

Sets.....5hr. 24min.

Moon—Full Moon.....5hr. 35min.

High water—Morning.....6hr. 42min.

Afternoon.....6hr. 42min.

Low water—Morning.....10hr. 46min.

Afternoon.....10hr. 54min.

ANNIVERSARIES.

1520—Magellan's discovery.

1822—Terra Nova executed by the Chinese.

1843—In Canton 1,200 houses and three factories burnt. Terrible earthquake in Central Japan, 7,000 persons killed.

1844—First Public Meeting held in Hongkong to protest against Registration Ordinance.

1849—Death of Rear-Admiral Sir Francis A. Collier, C.B., at Hongkong.

1856—Victory Yeh put a price of \$30 on English heads.

1878—An explosion took place on the Japanese steamer *Yokosuka Maru*, by which the vessel was destroyed and all the passengers and crew but three were lost. There were eighty passengers on board.

1898—The Spanish-Anglo Peace Commission agrees on the Cuban question.

TO-MORROW.

Sunday, 29th October, 1899.

Chinese—25th of 9th moon of 25th year of Kwang-si.

Sun—Rises.....6hr. 5min.

Sets.....5hr. 25min.

Moon—Full Moon.....5hr. 35min.

High water—Morning.....6hr. 42min.

Afternoon.....6hr. 42min.

Low water—Morning.....10hr. 46min.

Afternoon.....10hr. 54min.

ANNIVERSARIES.

1850—Portuguese frigate *D. Maria II.* blown up at Macao.

1878—A deputation of Chinese waited on the Governor of Hongkong to present an address to the Queen.

1894—French steamer *Ménau* wrecked off Point Smith.

AGENDA.

TO-MORROW.

CHURCH SERVICES.

St. John's Cathedral.—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.

Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.

Union Church.—Services, 11 a.m. and 6 p.m.

German Bethesda Chapel, West Point.—Morning Service, 11 a.m.

St. Francis Church, Wanchai.—Mass (Chin.), 7.16 a.m. (Port.), 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road.—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point.—Mass, 8 a.m.

Wesleyan Methodist Church.—Services, 10.30 a.m. and 5.45 p.m.

St. Peter's Seamen's Church.—11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (*Lightning*) 31st inst.

Canadian (*Empress of India*) 9th prox.

American (*America Maru*) 11th prox.

Australian (*Chinglu*) 12th prox.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* from Hongkong, arrived at Shanghai on Saturday 8 a.m. the 18th inst., and left again at 4 p.m. same day for Nagasaki. Due to arrive there on Monday the 30th inst. at 6 a.m.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba.....at Kowloon Dock.

Isla de Luzon....." "

Simla....." "

Liberal....." "

U.S.S. Oregon....." "

Yuenyang....." "

Guthrie....." "

THE CHUKIANG OR PEARL RIVER.

(CANTON RIVER.)

It is difficult to imagine a more enjoyable experience than that which lies before the traveller when, on a fine morning in the fall or winter season, he starts out for his first visit to Canton. So many items combine to make it one of the pleasantest and most interesting trips in the Far Eastern programme, and for varied and charming scenery it may well challenge comparison with many places whose beauties are much more loudly extolled. The far-famed Inland Sea of Japan indeed excels it in quality, but hardly surpasses it in the bold and rugged slopes and headlands, boulder strewn and walled with gashes cut by the frequent tremendous tropical downpours of rain, ceaselessly carrying on the work of denudation, that present themselves in succession while passing among the islands everywhere fringing the coast of China. Many an enthusiastic Scot will sometimes compare it (savouring the taste of the heather) to the western Highlands, a striking concession which must be allowed to carry with it a most marked compliment. Later on, after the River has entered through the Delta, the attention is enlivened by the varied characteristics of the country through which one passes, from the abrupt entrance through the hills to the flat alluvial rice lands, and again to the higher broken ridges fringed at the foot by spreading plantations of fruit trees. The whole country, in fact, for some 15 miles below Canton may be described as one vast fruit garden. The low irrigated fields are of course given to rice and vegetable crops, but the dividing banks are all utilized for fruit, thickly growing on them may be seen lychees, wampoes, loquats, pomegranates, mangoes, guavas, etc., while oranges are planted around groves, the river banks in many places being fringed with bananas, boatloads of which delicious fruit, making their way to the great centre of consumption, Canton, are frequently passed on the river. This pretty foliage with here and there a tall spreading clump of banyans and graceful groups of bamboos go to the making up of a most charming landscape. The Jesuit Père Du Halde, who wrote at the beginning of the last century, says in his description, "The prospect of this city, and of the adjacent country is the finest that can be imagined. Going up the River, which has tidal flow to this city, the country on both sides literally smiles in its brilliant perfection. Endless green fields, as far as the eye can see, intermingled with pleasant groves and little round hills one above another appear to describe an amphitheatre. Brooks covered with green moss, villages in little woods, and islands cut out with canals, the whole making a most charming landscape."

To the general traveller abroad seeking amusement and information, the frequently recurring glimpses of the domestic life and manners of this curious people with their various devices for adding or overcoming the operation of Nature are a constant source of interest. A new world is here, entirely different from anything of common life in the West. Nothing to be met with in the country impresses the stranger more than the vast numbers of people who live their lives on the river, constituting an almost distinct race from the shore dwellers whom Europeans like to look down on them with a lofty contempt and to scornfully nickname them Shuey Kee or water folk. Such as they are, here is the place to study them in their various callings as fishermen, junk and cargo boatmen, and everywhere the all prevailing sampan woman; they are much in evidence on all sides.

Almost every point passed on the route is emphasized by its association with some historical event in the past, or with some intercourse with China, giving it a distinct interest, especially to travellers of British nationality. For, be it remembered that alone on British ships and British men were the burden and heat of the wearisome, disheartening and withal thankless task of breaking down the triple ramparts of an ignorant and obstructive conservatism, and against all opposition forcing an entrance for the people of all nations to the trade resources of this vast Empire. Thanks or gratitude were of course not expected and misrepresentation is the usual accompaniment of success, but when Britain's sins and wrong doing, *let it not be forgotten*, that every advantage gained has been paid for with her blood and treasure and has from the first been *freely shared* with all comers irrespective of race or sentiment. The alien in Hongkong or other British colonies has, to-day, precisely the same rights and privileges as the man of British birth.

But let us go back and commence our voyage, supposing ourselves on board the steamer leaving the wharf at 8 a.m., pressing and pushing through the narrow line of junks, swinging into the clear navigation channel, bound for Canton. Under a glorious sunshine with a moderate and pleasant breeze we push through the smooth waters of the harbour and lounging in a comfortable rattan chair or on the spacious upper deck, or the forecastle below, are willing to admit that this is the perfection of sea voyaging and settle ourselves to take in all objects of interest. Almost directly above the steamer wharf on a low prominence of the hill was called Possession Point, where a flag was hoisted on the ground, the British flag was hoisted on the 26th of January, 1841, and the Island formally taken possession of in the name of the Queen of England. The whole Western end of the Island, now magnificently spread out to our view, presents a very busy scene. The lower or Fraya level is chiefly laid out in Chinese houses all built in the stereotyped pattern forming a monotonous facade; but further down come the godown-storerooms, with the Salween, the small Chinese houses, the St. Peter's, roofs mount upwards gradually merging into the handsome foreign dwellings, placed picturesquely and irregularly, conforming to the varying contour of the hillside, which sloping precipitously ever upwards, with its green covering of undergrowth broken through in parts by the bare neutral tinted rock, carries the eye aloft till it rests on the appropriate and graceful crowning of the eminence by a little ornamental pavilion which the Hon. E. R. Belliss, C.M.G., erected in his beautiful pleasure grounds in the neighbourhood of the Peak signal station. The steamer is now heading up to the N.W. and to the left, looking down Sulphur Channel between Hongkong and Green Island—the route of vessels bound to the South—the Lema and Ladronne Islands are seen in the distance, and to the right the small Island of Wan Ouh Chu, better known as Stonecutter's Island, armed with heavy guns, forming, with the Belcher Point forts which we have passed to the left, the defences of the Western entrance to the Harbour. On the mainland to the right, the Peak of Tai Mo Shan attains the respectable height of 3,640 ft. and forms a dominant object, though the slope of its sides is so gradual that it does not impress the eye. The sharp and rugged peak of Lantau, to the left, although some 600 ft. less in height, forms a more striking mark for the eye to rest on. Meanwhile the steamer has been closing up with the land, and what seemed at a distance an impassable barrier gradually opens out into the narrow passage of Cap Shui Mun (swift water gate) between the large Island of

Lantau and the small one of Mahwan. Here on the shore may be seen the large oblong dip nets which are lowered into the water and pulled up again by a curious foot windlass. Passing through and turning about due East, we leave on our right Pirate's Bay, a long inlet taking its significant name no doubt from some episode in its past history. Our course now runs by a succession of rocky headlands, leaving on our left two small islands. The Brothers, nearly opposite to the remarkable pointed mountain on the right known as Castle Peak with its beautiful bay, inland from which the Hongkong snipe shooter finds his best bags. We have so far been passing along the back territory acquired as an extension for Hongkong this year, and a little further on we reach Deep Bay. A Deep Bay is a sheet of water running to the land and approaching a corresponding inlet from the East, known as Mrs Bay, having between them a comparatively narrow isthmus which has been taken as a convenient situation for the new boundary. The Bay itself is certainly, in one sense, misnamed, as it is exceedingly shallow, hardly floating a sampan, and at certain times of tide the fishermen sticking bamboos in the bottom construct platforms for their large dip nets. In the head waters of the Bay, all along the shore further up where the conditions are suitable, oyster culture is practised on an extensive scale. An ancient industry, the Chinese exhibit much skill and method in carrying it on, but they make little use of the fresh oyster as we do, preferring to dry them for consumption in the country. In Canton they may be seen for sale in the provision shops, but are not very inviting in appearance. Immediately beyond Deep Bay is the peninsula of Shok Wan, on which stands the temple of Tin Han, the Queen of Heaven. This goddess is said to be very beneficent to those who make their business on the waters, and is in great repute with the fishermen and boatmen of all classes. On her birthday, the 23rd day of the 3rd moon, the little bay in front of the temple is completely filled with craft of all descriptions, gay with bunting, while a stream of steam launches convey passengers up from Hongkong. A temporary matched village is built on the beach and the visitors have a high time, gambling, feasting and otherwise diverting themselves. Of course, the cash gain of the function is the portion of the priests. Away on our left is the island of Lin-tin (the lovely one), deserted now. Its name at one time had a much wider significance, as before Hongkong was known and occupied as a port, vessels from Europe and the United States used it as the objective point in China and cleared for Lin-tin.

The roadstead to the N.W. of the island was used as the outer anchorage to the port of Canton, and ships arriving went through the formal ceremony of measuring the ship by the officers of a Chinese official, the Hoppo, a euphemistic term really meaning the adjustment of the amount of *opium* which the official could extract from the supercargo of the vessel. Here also were the receiving hulks, moored off the island for the reception of all sorts of goods, opium included, well armed and not submitting to Chinese inspection. The Imperial Maritime Customs have since established a station on this island. A little above Lin-tin, standing well out of the water, are two small but noticeable rocks called Fan Shek by the Chinese and Fan Shek by the Europeans. The two hour rocks as they are about that distance in time from Hongkong. Almost abreast of them, to the right, the land falls away in a crescent-shaped inlet, at the base of which is situated the important market town of Nan-tai. This place attracted no little attention in the year 1856 by firing on the British gunboat *Starling* when she was employed, under a white flag, distributing a government proclamation; and in the month of August of that year, a punitive expedition was sent against the town, capturing it by assault, but unfortunately not without loss—2 officers and 3 men being killed and a naval lieutenant and 12 men wounded.

Leaving the islands now we head up for the mouth of the River, which is discernible between two headlands. Passing a row of large fishing stakes standing well up out of the water, to which at certain periods of the tides the fishermen attach their nets, salting and drying their catch for the inland markets, here may be frequently seen the white porpoise leisurely showing himself at intervals and occasionally, when near the steamer, comparing her for a short time, swimming close in advance of the stem and now and then raising his whole bulk out of the water, apparently without any effort. This peaceful estuary is now the highway for all the seaborne traffic of Canton, and wherever the eye glances it falls on some of the various craft engaged in it. And various they are, from the great steamer, pushing her turbulent way through the water, to the Chinese gunboat going and coming one knows not whether or whence; the tiny steam launch steaming and puffing away, puffing away to her destination; the huge unwieldy salt junk either deep laden with scuppers awash, slowly lumbering along, or its cargo discharged, returning for a fresh load, its wide fanlike sails, dark coloured and fashioned out of matting stretched out like the wings of a huge butterfly, the white foam churned under the bluff bows, the cargo being out, now rising high above the waters; to the ordinary trading junk with the heterogeneous cargo disposed all about and around her, the solid freight below and the light articles such as baskets, bamboo-work, sewing kerosine tins, and many and various other craft down to the smallest punt, but all pictures blending to the effect of a distinct world unattainable anywhere else, and one in which we have little part or lot. Tranquil and quiet as it is around us, these various craft pursuing their daily occupations, what dramas, what tragedies has this great sheet of water not witnessed since the year 220 B.C. and, as we look back before the Kwang-tai, the Prince of the Black, and his armies to conquer the southern provinces. Maritime people were always contentious. Even now there is generally some feud existing between the villages, and no doubt in these far off times "battle, murder and sudden death" were rife all over the region. Later it was a tempting quarry for the Japanese raiders, and in the 17th century the renowned pirate Cheng Ching Kong or Koxinga held undisputed control of the whole southern coast of China and sea-roving and pirating wherever he could, sailing forth on his expeditions from his stronghold in Formosa. Then again, in the era of opium smuggling, when men of bad character, or rather no character at all, from various lands swarmed in the ill-savoured traffic like vultures to a carrion feast, the story of many a dark deed of that lawless period will never be told. Piracy has always been rampant in the country, and the Chinese pirate was, in the middle of the 19th century, a most telling card in the stories of adventure for the boys of the generally disreputable but enterprising and intelligent hot-melled pitch, or the cook got the drop on him with a bucket of scalding water, but he and his slinkpots were always effective. In the islands hereabouts and on the coast was his habitat. He was business-like as a pirate, not yet had he the aesthetic features of the Penzance type but he was, and is (for although defunct or dormant in the outer water he at times shows himself very much in evidence in the creeks that traverse

the great delta of the river, as well as on the Sliking or West River itself), a bold, bad man who will stick a spear into his victim or shoot him down with just as much *sang-froid* as his brethren the Captain Flints and John Silvers of the Spanish Main cut their captives throats or made them walk the plank in olden times. As with everything else the practical profession in China is peculiar. It is a fact, or reported as such, that one of the steam launches running from Canton through the creeks carried a pirate on her pay roll to secure, of course, immunity from the attacks of his professional brethren, Gilbert and Sullivan missed a chance in not coming to China, where invention of absurdities is scarcely needed, as topsyturvydom both in plot and orchestral accompaniment is at hand ready made.

An hour and a half's run from Lin-tin brings us up to the entrance of the river, known as the Bogue, the probable derivation of which name is the abbreviation of "Bocca Tigre," the Portuguese translation of the Chinese appellation "Eu-mun" or "Tiger mouth." The entrance at present bears no resemblance to the Bogue of former days. The low Chinese fortifications with their lines of old cast-iron guns close to the water's level have given place to the modern rifled cannon of large size, covered over ostentatiously with black shelter partitions and elevated on the summits of the hills commanding an all-round fire. Whether they would prove any more effective than their obsolete artillery against modern attack has yet to be tested, so much depends on "the man behind the gun." The Bogue is naturally a strong position and by the ignorant mandarins, puffed up with conceit and arrogance, was thought to be unassailable. Of course in the days of resistance and obstruction, it being the outer defence of Canton, it would be tedious to their rulers, but a couple of episodes taken from Dr. Eitel's most interesting *History of Hongkong* will bear relating. Every one has heard of the "Opium War." The event which fixed that name on the war was the seizure of 20,000 chests of foreign-owned opium by the Imperial Commissioner Lin and the detention of Captain Elliot, the British Superintendent of Trade, together with several merchants as prisoners. Commissioner Lin forced the delivery of the opium, which was effected by the ships coming up two by two and discharging their cargoes at Lantau, an islet just outside the Bogue, whence in June, 1839, it was taken to a place on the shore and destroyed. Dr. Eitel says, by mixing it with quicklime, which took some weeks, one may safely surmise that opium was cheap and plentiful in the neighbourhood at that time. Opium is, and by many unintentionally, fixed on England by giving the war that shortly followed the name of the "Opium War." But, as a matter of fact, it was really an application of the argument a Chinaman can understand, the object being the enforcement of the mandate to the effect that the former was not altogether the object they seemed to consider him and also to show these officials that the days of browbeating and insolent assumption of superiority were past. The seizure of the opium was only the proverbial "last straw," in effect the culmination of a series of outrages, insults, and injuries that had been rapidly going from bad to worse and which the security and dignity of the traders of all nations imperatively demanded to be peremptorily stopped.

The headland to the right as we enter is called Chen-pi, and off that place occurred the first naval encounter between China and Britain. A flotilla of war junks and fireships having assembled inside the point under the shelter of the forts, two British ships, the *Hyacinth* and *Volage*, arrived on the 2nd of November, 1839, to reconnoitre, and found the fleet being inspected by the commissioner Lin and the Canton Viceroy. It was under the command of Admiral Kwan (a direct descendant of the God of War Kwan-ti), and consisted of twenty-nine powerful war junks. Communications were exchanged between the opposing parties, the Chinese attempting the usual dictatorial measures, but soon realising that such a course seemed of no use Admiral Kwan weighed anchor and stood out to chastise the presumptuous intruders. The *Hyacinth* and *Volage* on their part peacefully advanced to meet him, perceiving which the gallant Admiral anchored in line across the Channel, apparently to block the way, taking no notice whatever of a polite message sent to him to return to his former anchorage. Needless to say, confusion on his ship, and the Chinese gunners stood well to their arms, but were completely overmatched, the frigates sailing up and down their line and hammering them with shot and shell. The Admiral fought bravely, but in three quarters of an hour the fight was over; one junk blew up, three sunk, and several were badly used up. One can imagine the contrast between the gallant show of the advance with all the "pomp and circumstance" of Chinese war, the vessels all bedizened with gay flags and streamers, the Admiral standing like a King in his lofty mast of his flag ship, and the atmosphere hideous with the clashing of gongs and baying of the trumpets to scare away the audacious barbarians; and the return of the shattered remnant, miserable, battered and bedraggled, creeping back lamely to the shelter of the forts with a sort of puzzled wonderment at the incredible result; a dim conception that things were not as they should be, that they had bargained on the gongs loudly and persistently enough to deserve success, and that the barbarians ought to have been satisfied to take his punishment and go away quietly.

Chen-pi was the scene of one of the most ghastly tragedies of modern times. On the 15th of November, 1857, after the celebration of the Queen's Jubilee in Hongkong a small steamer named the *Wah Yung*, bringing up returning passengers to Canton, caught fire. She had been employed in freighting kerosine and being more or less saturated with the leakage of the oil was in a terribly inflammable condition. Barely time to beach her just above the rock which shows off the forts, she became so completely wrapped in flame so that escape was impossible, and out of nearly 700 people on board only about 100 escaped; the rest were cremated.

The opposite headland to Chen-pi, also fortified, is named Tai-kok-tow, and as we pass up the river we see more forts on either hand, to the left the Wan-tong or Thevat and the Way Islands, two small islands prettily wooded and crowded with guns, and further on to the right, the high headland of A. Nighoy, or Woman's Shoe, is heavily fortified. In passing one sees the contour of the old forts with their guns on the water level and back wall climbing up the hill, admirable for resisting a front attack but possessing also the advantage of allowing the enemy to walk in at the rear. According to the Chinese etiquette of war such a proceeding did not seem to have been considered fair, and the Commander of the Pelho

was in explaining in his report how they were taken was very severe on the barbarians, whom he denounced as "sneaking in ratlike from behind."

Tiger Island, which we pass next, is a very remarkable rock of red-looking black or sun-burnt sandstone conglomerate with precipitous sides rounding off into domelike tops. An easily recognized outline of the head and body of an elephant may be observed when abreast of the island, the conspicuous mark on the further high bluff-forming the eye. We now leave the hills, and for the next 15 miles the banks are low and ricefields spread to north and south with little variety of feature. The country to the north, from the hills we have just passed on our right to those we see in the distance, constitutes the delta of the East River; a considerable stream, which, coming down from north-easterly direction, separates the Shikung, a manufacturing town some 15 miles from Canton, into several mouths, spreading apart and occupying the whole of the delta. Nearly all of these waterways have been the scene of boat skirmishes with war junks during both wars. Looking over the flat country to the south, one's eyes are directed to what is probably the most populous and productive region in China. Some thirty miles away is the West River, and the country stretching over the space between the two is a vast alluvial tract, sectioned in all directions by small creeks. With a natural irrigation and intercommunication the soil is rich and cultivated with the greatest care and attention to its special productive capacities. In one district the palm, which furnishes the fan for a large part of the earth, is the distinctive export, and the whole population is engaged in its manufacture, the women doing the binding for less than sweaters' wages. The mulberry is also largely grown, and the Canton silk is largely derived from the districts lying around the place, and from the day, in 1659, Cromwell being then ruler in England, when the bold Captain Weddell in the British ship *London* sailed through the narrow channel, the forts as he passed and was afterwards, in thoroughly Chinese fashion, received in friendly audience by the Viceroy, down to the end of the last (1861) war, every fresh change in relations seemed to be inevitably accompanied by the capture of one or more of the Bogue forts, a U.S. Squadron having been bombarded them. The recital of these attacks would be tedious to our readers, but a couple of episodes taken from Dr. Eitel's most interesting *History of Hongkong* will bear relating. Every one has heard of the "Opium War." The event which fixed that name on the war was the seizure of 20,000 chests of foreign-owned opium by the Imperial Commissioner Lin and the detention of Captain Elliot, the British Superintendent of Trade, together with several merchants as prisoners. Commissioner Lin forced the delivery of the opium, which was effected by the ships coming up two by two and discharging their cargoes at Lantau, an islet just outside the Bogue, whence in June, 1839, it was taken to a place on the shore and destroyed. Dr. Eitel says, by mixing it with quicklime, which took some weeks, one may safely surmise that opium was cheap and plentiful in the neighbourhood at that time. Opium is, and by many unintentionally, fixed on England by giving the war that shortly followed the name of the "Opium War." But, as a matter of fact, it was really an application of the argument a Chinaman can understand, the object being the enforcement of the mandate to the effect that the former was not altogether the object they seemed to consider him and also to show these officials that the days of browbeating and insolent assumption of superiority were past. The seizure of the opium was only the proverbial "last straw," in effect the culmination of a series of outrages, insults, and injuries that had been rapidly going from bad to worse and which the security and dignity of the traders of all nations imperatively demanded to be peremptorily stopped.

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"Star disturbers" and "Angel Shipbreakers." All that's bright must fade, and they were bright and have gone the way of their kind, and their place has been but poorly filled aesthetically by the occasional modern steamer, an iron box without the faintest of poetical associations about her.

"Jack was there too. The Jack of the clipper age, now or soon to be classed with the native Tasmanian or the Great Auk, and for his amusement and all that went to earn him his sobriquet of 'Happy Jack' due provision was made in Whampoa. For his lighter diversion and delectation there was the New Town, the cluster of houses on the point at the upper end of the Anchorage, consisting of a long street of shops as well as a number of floating magazines, kept by Shao Quon, Jimmy Cockeye. It was stocked with all that was rich and rare, models of pagodas and junks, made of bone but sworn to as ivory; chessmen, checkers, lacquerware, flimsy and gaudy to tempt the elusive dollars from the treacherous hands of Jack's pocket. And there was of course the gay shop where mystic liquor was retailed and an orchestra of cracked fiddle and Chinese drum made sweet music when Jack felt inclined for the giddy dance. Nothing was wanting for his pleasure; but when his unsatisfied soul longed for something better; when he felt that he wanted a real good time with accompaniment, then there was Bamboo Town. In those days, who had not heard of Bamboo Town at the Equator and likewise to the North and South. Its reputation was rather belied by its outward appearance. Its location was on the curved edge of the bank a little below the Custom House, a long line of rotting and muddy poles stuck into the mud to rear low water mark supported a bamboo framing on which were laid the floors, flimsily after the Chinese fashion, and the Town's houses were composed of straw matting opening to a sort of street on the land side. The low wall which little respect there; every man did what he had right in his own eyes, those eyes being frequently controlled by an opposing fist. Where so many rival ships lay, of course, there was plenty of jealous contention over the merits of each ship. Politics ran high in fusties, and to Bamboo Town resorted the doughty champions to prove by force of arm the superlative merit of their respective vessels. The fights were to a finish, and presumably a drawn battle, the question still remained in abeyance. There, of course, the evergreen international question came in hand between Yankee and Limerick. Many a wordy argument sprang up ending in the rage of battle. Every house was a drinking den or worse, or probably the liquor was somewhat more vivid and erosive than that supplied at the New Town. Doubtless many a man has resigned this 'pleasing anxious being' among the allurements of this attractive spot, and a corpse dropped into a sampan and taken down to the Back Reach would never be seen again as an avenging witness. But it has all gone now. Not a vestige or trace remains on the site once vocal and bismoushous with the frenzy, revels and riotous joys of Jack. To-day one sees the sheds of local boatbuilders and junk repairers who carry on their peaceful avocations undisturbed.

The stocks are grading on the mound. Of him who felt the Dardan's arrow.

The mid-century Jack has departed and his place here will know him no more for ever. To the left, as we pass on, stands the Custom House, coloured yellow, and a little below a Chinese-looking range of buildings are known as the Viceroy's Quarters. They were erected by Chang Chih Tung, a former Viceroy, an able and energetic man, as a training school for Naval and Military science according to foreign practice. But all his schemes for improvement were marred and rendered ineffective by his presumptuous ignorance and his apparent determination to accept no skilled foreign advice. On the hill over the Custom House the ground is rough with graves; the Chinese always bury, for reasons connected with *feng-shui*, on the hills, and every suitable elevation in this neighbourhood is used as a burial ground. Straight ahead as we go lies "American Reach," but it is a "No thoroughfare." The Chinese have effectually blocked it and so we turn sharp to the right, seeing on our left the former British Consulate; the original Whampoa Docks, the mother of the great establishment in Hongkong; and, somewhat further up the torpedo station where are kept torpedo boats built in Germany. They are under the charge of a foreigner and are in fine order. They amuse the Chinese, and they furnish an excuse for a small official to draw a salary as manager of the station, and to serve as a useful purpose at all events. For about a mile we hold on our new course by rice fields or mud banks and rows of fruit trees planted by the river side, and then swinging back to our former direction we enter the home stretch for Canton. Here the scenery increases. In the spring and summer when the brilliant green of the growing rice is spread on every side and the country away to the hills is patterned over with clumps and groves showing the most varied tints of foliage, the landscape is marvellously beautiful.

White Cloud range appears to be almost parallel on the right, terminating in the well-known White Cloud Mountain, at the base of which, on the low land, lies the City of Canton, and as we approach nearer we shall see that the whole mountains' sides are spotted over with tombs, it being a favourite burial place with the Chinese. To our left, as we pass along, we note the Whampoa Pagoda rearing in 9 stories of stately uprightness from a low wooded knoll and adding a finishing touch to the landscape. This pagoda is in good preservation for its age, over 300 years. On the sides many shrubs are growing in the very earthy Chinese mortar. In the distance straight ahead, if the day is fine, the beautiful spires of the Catholic Cathedral can be seen looming large over the City, dominating every other building. But the river itself claims our attention. We are within the sphere of some of the attractions of Canton, as on every side, like ourselves hurrying to the City, are all sorts of river craft. To the newcomers, the quaint shapes and miscellaneous equipment furnish a constant surprise. Among such a variety of types it is only possible to indicate a few and probably the most curious is the Chinese passenger boat fitted with a stern wheel which is revolved by a treadmill system, twelve to twenty couples being employed, according to size. Their little slipper boat with its pointed snout skims gaily along under the powerful impetus of its two large oars, the passengers being collected away underneath the thatched roof, and come from some distant village or the banks of one of the innumerable creeks which intersect the delta. A curious-looking boat with galleries around her may often be seen anchored by the bank. This is a duck boat, awaiting its occupants who are feeding in the neighbouring fields and who return to sleep on board at night. There may be some 1,500 or 2,000 of them. They are well trained and know just what is expected of them. Then there are the boats bringing produce to Canton, the clumsy craft heaped high with firewood from the East River, their hulls almost submerged; the gaily boat with a curious top-heavy-looking receptacle built upon her, and the boats load of bananas or oranges, or many other fruits. One insignificant-looking boat most noticeable of all is at times met with

and if Zephyr happens to be travelling from her direction with his 'light wings oppressed with perfume,' he makes his arrival known in the most striking and incisive manner, and the perfume he carries is the famous "Canton River Bouquet." We shortly pass another barrier, and immediately above were the not so famous Barrier Forts; but during the last war with Great Britain in 1856, they having fired on the passing boats of a U.S. war vessel, she promptly came up and demolished them. They have since been rebuilt in modern style, and the one we pass on the left seems to be the most impressive of some Chinese forts, armed with quick-firing guns (Chinese pattern). The garrison is evidently on a peace footing, consisting of one man who unites in himself all grades from commandant to cook; his whole duty appears to be the hoisting of the flag on high-days or when an official passes in a gunboat.

Another Pagoda, the Red Stone Hill Pagoda, stands near this. There is said to be a supernatural treasure beneath it somewhere. It is a little dilapidated, has lost its spike, and leans a little to the eastward. From this point we can now see the elevated structures on the City. The square looking building on the height at the back is the "Five Storied Pagoda" and is built on to the north wall of the city. Directly outside the wall is a hill with a fort on the top, known as the Gough's fort. Sir Hugh Gough having in May, 1842, begun the attack on Canton by capturing it. A little to the right there is another hill crowned by a low building with a single tree, which is remarkable as the point from which the Tatars, in 1656, attacked the city, and after a siege of 11 months captured it on the 24th November, slaying 700,000 of the inhabitants. Above the city itself rise the numerous high-square-topped pavilions and the lofty roofs of the temples and gate houses, with the Flowery Pagoda in the background and the "Smooth Pagoda," or miniature of the ancient Arab Mosque, some distance from the river. We next pass the Salt Flats, or shallow stretch of water where the great salt junks go to dry themselves in the most inconvenient way for passenger vessels, occupying the deepest part of the Channel.

The city face is next reached, and any attempt at description of this last portion of the trip must be futile. The best thing for us to do is to get on the upper deck of the steamer, as the view on both sides is most effective from that position and we can observe the whole panorama ashore and afloat. A good deal of the domestic back-door life is under our eyes as we pass along. The side of the river to our left is called Tsim-shi (the south bank) and is an important suburb of Canton where many industries are carried on. To the right the river face is completely masked by floating craft of all kinds. On the river itself the sampans seem keenly bent on attaining suicide by getting run over by the steamer, and in some places they wait with men and women ready to jump on board, as she passes, to seek for a job among the Chinese passengers. Passing the small islet called by the Chinese Ho-chou or Sea Pearl and by the foreigners the Dutch Folly, we see, between rocks marked on either side, beacons and buoys on the right, a foreign-looking house, the hospital of the Medical Mission, carried on by the American Presbyterians. Above this is a group of ramshackle-looking floating structures. These represent the famous Flower Boats or more properly Flower Boats, the Chinese using the word (fa) flower to express ornamentation or decoration. These boats are fitted up interiorly in a gorgeous style of Chinese adornment. Passing these, on the shore is the once noted site of the "Factories," the name of which is almost forgotten. Not a trace of foreign occupation is now to be found there, and the only memories survive in the name of the streets, "Thirteen Hong," which formed their original boundary at the back. We now appear to be plunging into a crowd of sampans, bent on dealing out death or destruction, but somehow they avoid the crash and the steamer slides up alongside the wharf and makes fast, and the globe-trotter is lucky who finds himself consigned to the care of Ah Sun Sen, a most efficient and painstaking guide, who will at once take him under his wing and plunge with him into the maze of the great city.

But though the passengers leave, the constant flow of Chinese life surges around the steamer without cessation, and it is occupation enough to lean over the rail and watch the kaleidoscope scene that passes beneath. No description can do it adequate justice; the samples of humanity that come under view are so varied and singular, and the come and go is so ceaseless, and the noise, it can never be said to cease entirely even at night, it only calms down for a limited space, no one the passenger goes ashore and intends going away by the morning steamer, it would be well for him to get on board some quarters of an hour or so before starting, as the sight of the live fish coming in for transport to Hongkong is very interesting. The probability is that the steamer in leaving Canton will go by the Back Reach and clearing the wharf will steam directly up the river, passing Shameen and to the right down round the head of Honam Island. To the right, as we go, is Fa-ti or the Flower Ground. Here are to be seen the gardens of Canton where may be seen the Chinese practices of horticulture. From thence come most of the flowers that adorn the residents' houses. The Chinese are successful with many flowers. Chrysanthemums are in profusion in the winter months, and others come in their season.

A little distance down the reach is the New German Mission, and below that, behind bamboo fences, may generally be seen ducks in thousands. They are hatched in hot air incubators placed by and from where are drafted into the duck boats and sent down to the river. Two miles down we pass a fort on an island, formerly known as the Te-to-mun fort, but is generally called "Macao" fort. It is valuable for defence and only a curiosity, as on the black shutters of the square ports are painted guster tigers heads to terrify assailants. On the bank to our left opposite is the cemetery for the foreign residents of Shameen. Here after much wearying, world voyaging, having lived, loved and vanished from the gaze of men, gathered from everywhere, one with his birth place thousands of miles away at the other end of the world, and at the last laid together in this little girl-in-spot in a strange land, they await "The rolling summons of the last Amen."

Two miles further down we pass to the right the entrance of Fatsun Creek, where, in June, 1857, the boats of the British Squadron under Commodore Elliot and Capt. Keppel, destroyed, and sent to themselves, the main force of Chinese, Keppel following their flight up to the City of Fatsun some 12 miles up, the place of the fight was just at the limit of the water view up the creek. The scenery in this reach is somewhat different from that passed in coming up. Rice lands and fruit plantations are the rule, with many creeks intersecting, but the low hills come in places down to the river. They are thickly wooded, and there are many prettily situated villages, embowered in banyan and fig-trees. The navigation too is most intricate and requires circumspection. High Island, in the middle of the river, leaves a rather narrow waterway, and there are four bars to pass, the last made in Germany. The actual sailing is not so picturesque, but it looks obstructive, and just

no doubt counts for a great deal with the Authorities. A mile or so further down, having passed to the rear of Whampoa, we rejoin the main channel and henceforth our course is over the same ground as in coming up; it will be interesting to take a trip around the lower deck of the steamer and to study the surroundings, especially the method by which they manage to bring the fish down to Hongkong alive. It will also be an interesting experience watching the same fish being discharged at Hongkong, where the steamer is due about 3 p.m. and when once more we walk ashore on British soil.

THE FIVE-STORIED PAGODA.
Call this a pagoda! why, isn't a particle like the real original genuine article. That kind of tall, slim, perpendicular building on top of which sticks a long spike with some gilding on, with a whole lot of stories, outside each a gallery. All fixed up with tiles of that greenery yallery kind of a crockery that Chinese delight over, (Which I think atrocious, but don't want to fight over). But this nondescript structure's a sort of connecting link. I don't want to go in for outright abuse of it, but yet I should like to know what is the use of it. The Britishers lived in it during their scrimmages. And old Peng seemed to think it a good place for images' tea parties 'twould be a charming place. But for folk in the body a very alarming place; still, however, the edifice is very sniffling at. No doubt 'tis an elegant place to take time at. And, although the ladders appal you, the first of it. When you've got up one flight you are over the worst of it. And the view that you get from the top is so pretty too. The river you see and the hills and the city too. On the whole I dare say, in regret, 'twould be a pretty view. But I firmly maintain the opinion I started with, that the person that christened it ought to have known a Deal better 'n to call this here Barn a Pagoda.

Consignees.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND STRAITS.
THE P. & O. S. N. Co's Steamship
"PEKIN."
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 29th instant, at 4 p.m. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 23rd October, 1899. [1-15]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.
THE Company's Steamship
"HAKATA MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.
Goods not cleared by the 1st November, will be subject to rent.
All ship-damaged packages must be left in the Godowns where they will be examined on WEDNESDAY, the 1st November, and SATURDAY, the 4th November, both days at 10 A.M., upon notice of such damage being sent in beforehand to this office.
All claims must reach the undersigned before the 4th November, or they will not be recognised.
No Fire Insurance has been effected.

NIPPON YUSEN KAISHA.
Hongkong, 26th October, 1899. [1-15]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.
THE Company's Steamship
"KINTUCK,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.
Goods not cleared by the 1st November, at 4 p.m. will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.
HOLLIDAY, WISE & CO.,
Agents.
Hongkong, 26th October, 1899. [1-15]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

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HOLLIDAY, WISE & CO.,
Agents.
Hongkong, 26th October, 1899. [1-15]

Shipping.

STEAMERS.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"MAIDZURU MARU,"
Captain T. Ogata, will be despatched for the above ports, TO-MORROW, the 29th instant, at Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA, Agents.
Hongkong, 26th October, 1899. [1-15]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Company's Steamship
"WHAMPOA,"
Captain Garrioch, will be despatched as above on MONDAY, the 30th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 26th October, 1899. [1-15]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo at through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship
"OANFA,"
J. A. Davies, Commander, will be despatched as above on MONDAY, the 30th instant.

For Freight, &c., apply to
HOLLIDAY, WISE & CO., Agents.
Hongkong, 11th October, 1899. [1-15]

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUI," & "WUCHOW,"
will be despatched alternately from Messrs. DOUGLAS LAURIE & CO.'S WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS, and FRIDAYS for WUCHOW, calling at KONGMOON, KAMCHUCK, SAMSHUI, SHIHUANG and TAKING.

Both Vessels have Superior Accommodation for Saloon Passengers.
Fares, including Sleeping Berth and Meals.
HONGKONG TO SAMSHUI.
Single Fare, \$10.00.
Return Fare, 17.50.

HONGKONG TO WUCHOW.
Single Fare, \$20.00.
Return Fare, 35.00.

The Attention of Passengers is drawn to the Magnificent Scenery on the West River. Arrangements can be made for the Steamers to stop at SHIHUANG to enable Passengers to visit the celebrated "MARBLE ROCKS" and "CAVES."

For further Information, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 16th October, 1899. [1-15]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"JOHN SANDERSON,"
will be despatched for the above port on or about the 31st instant, and will be followed by S.S. ST. JEROME, to sail about 15th Nov.

For Freight, apply to
DODD & CO., LIMITED, Agents.
Hongkong, 26th October, 1899. [1-15]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship
"KWEIYANG,"
Captain Outerbridge, will be despatched as above on SATURDAY, the 4th November.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 25th October, 1899. [1-15]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship
"BENLEDI,"
Captain Farquhar, will be despatched as above on TUESDAY, the 7th November.

For Freight, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 26th October, 1899. [1-15]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"HECTOR,"
Captain Barr, will be despatched as above on TUESDAY, the 14th November.

For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th October, 1899. [1-15]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"MOYUNE,"
Captain Conradi, will be despatched for the above Port, on WEDNESDAY, the 15th November, in the Afternoon.

For Freight or Passage, apply to
SHEWAN, TOMES & CO., Agents.
Hongkong, 23rd October, 1899. [1-15]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship
"GLENSHIEL,"
Captain will be despatched as above on MONDAY, the 20th November.

For Freight or Passage, apply to
MOOREHEAD BROS. & CO., Agents.
Hongkong, 27th October, 1899. [1-15]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"MACHAON,"
Captain Hamish, will be despatched as above on TUESDAY, the 28th November.

For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd October, 1899. [1-15]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbours:

REUCS, American ship, D. Whitmore—Standard Oil Co.

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REUCS, American ship, D. Whitmore—Standard Oil Co.

REUCS, American ship, D. Whitmore—Standard Oil Co.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"TSINAN,"
Captain Anderson, will be despatched as above on TUESDAY, the 31st instant, at Noon.

The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engine.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 24th October, 1899. [1-15]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship
"TSINAN,"
Captain Anderson, will be despatched on TUESDAY, the 31st instant, at Noon.

The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine.

A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 24th October, 1899. [1-15]

NAVIGAZIONE GENERALE ITALIANA, (Florida and Kubatino United Companies.)

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN AND GENOA.

ALSO VENICE AND TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship
"BORMIDA,"
Captain G. Delaya, will be despatched as above on TUESDAY, the 31st instant, at Noon.

At BOMBAY, the Steamers are discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & CO., Agents.
Hongkong, 27th October, 1899. [1-15]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"ORESTES,"
Captain Pulford, will be despatched on TUESDAY, the 31st October.

For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 25th September, 1899. [1-15]

SAILING VESSEL.

FOR PHILADELPHIA AND NEW YORK.
THE 3/4 A.L.I. American Ship
"ST. MARK,"
Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to
ARNOLD, KARBERG & CO., Agents.
Hongkong, 26th September, 1899. [1-15]

Intimations.

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office: TOKIO.

Branch Offices: LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.

Agencies:—
Mitsui Coal Mines.
Kureha Coal Mines.
Hokoku Coal Mines.
Yoshinomiya Coal Mines.
Onomura Coal Mines.
No. 1, Ohtsuki Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Mitsui Coal Mines.

The Osaka Shosha Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kaitakefuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Mitsui Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.

MITSUI BUSSAN KAISHA, K. HASEGAWA, Manager.

Hongkong, 19th August, 1899. [1-15]

LET 'EM ALL COME TO YEE CHUN'S STUDIO

At No. 30, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.

Hongkong, 2nd May, 1899. [1-15]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbours:

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Intimations.

CARBOLINEUM-AVENARIUS USED FOR OVER 20 YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTANN & Co. Hongkong, 11th September, 1899. [1-15]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ltd., DUNLOP TYRES'S BICYCLES—PRICE, \$160.

Special reliable Watch made for this Climate.

Quality A.....\$12
Quality B.....\$12
40, QUEEN'S ROAD, Watson's Building.

DUMINY & CO.

CHAMPAGNE EXTRA DRY

Carte D'Or 800
Carte Blanche
Sillery
Demi 800
Chateau de Charmilles

M. OPPENHEIMER & Co., Paris.

NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an EX-SCHOOLMASTER.

Terms moderate, for Particulars apply to "Z," c/o This Office.

Hongkong, 18th August, 1899. [1-15]

A CURE FOR ASTHMA!!! GRIMAULT'S

INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Nervousness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAULT & CO., Paris, sold by all Chemists.

GRIMAULT'S Matico Capsules AND INJECTION

Renowned Poly-Icelandic prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of Acute and Chronic Discharges. These Capsules, unlike other cathartics, are not the cause of irritation of the bowels.

MATIO INJECTION is used in recent MATICO CAPSULES in the more chronic cases.

GRIMAULT & CO., Paris, sold by all Chemists.

DENTISTRY. SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [1-15]

SIEN TING, SURGEON DENTIST.

No. 10, DAQUILAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898. [1-15]

The Share Market.

LATEST QUOTATIONS. (October 28th.)

Banks.

Hongkong and Shanghai Banking Corporation—330 per cent. prem., buyers.

The Bank of China & Japan, Ltd.—(Preference) 1 buyers.

The Bank of China & Japan, Ltd.—(Ordinary) 55 buyers.

National Bank of China, Ltd.—\$30.

Do. Do. Do